

REPORT ON RESOLUTION PROVIDING FOR CONSIDERATION OF H.R. 5025, TRANSPORTATION, TREASURY, AND INDEPENDENT AGENCIES APPROPRIATIONS ACT, 2005

Mr. REYNOLDS, from the Committee on Rules, submitted a privileged report (Rept. No. 108-686) on the resolution (H. Res. 770) providing for consideration of the bill (H.R. 5025) making appropriations for the Departments of Transportation and Treasury, and independent agencies for the fiscal year ending September 30, 2005, and for other purposes, which was referred to the House Calendar and ordered to be printed.

PROVIDING FOR CONSIDERATION OF H.R. 5025, TRANSPORTATION, TREASURY, AND INDEPENDENT AGENCIES APPROPRIATIONS ACT, 2005

Mr. REYNOLDS. Mr. Speaker, by direction of the Committee on Rules, I call up House Resolution 770 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 770

Resolved, That at any time after the adoption of this resolution the Speaker may, pursuant to clause 2(b) of rule XVIII, declare the House resolved into the Committee of the Whole House on the state of the Union for consideration of the bill (H.R. 5025) making appropriations for the Departments of Transportation and Treasury, and independent agencies for the fiscal year ending September 30, 2005, and for other purposes. The first reading of the bill shall be dispensed with. All points of order against consideration of the bill are waived. General debate shall be confined to the bill and shall not exceed one hour equally divided and controlled by the chairman and ranking minority member of the Committee on Appropriations. During consideration of the bill for amendment, the Chairman of the Committee of the Whole may accord priority in recognition on the basis of whether the Member offering an amendment has caused it to be printed in the portion of the Congressional Record designated for that purpose in clause 8 of rule XVIII. Amendments so printed shall be considered as read. At the conclusion of consideration of the bill for amendment the Committee shall rise and report the bill to the House with such amendments as may have been adopted. The previous question shall be considered as ordered on the bill and amendments thereto to final passage without intervening motion except one motion to recommit with or without instructions.

The SPEAKER pro tempore (Mr. SIMPSON). The question is, Will the House now consider House Resolution 770.

The question was taken; and (two thirds having voted in favor thereof) the House agreed to consider House Resolution 770.

The SPEAKER pro tempore. The gentleman from New York (Mr. REYNOLDS) is recognized for 1 hour.

Mr. REYNOLDS. Mr. Speaker, for the purpose of debate only, I yield the customary 30 minutes to the gentleman from Massachusetts (Mr. MCGOVERN),

pending which I yield myself such time as I may consume. During consideration of this resolution, all time yielded is for the purpose of debate only.

(Mr. REYNOLDS asked and was given permission to revise and extend his remarks.)

Mr. REYNOLDS. Mr. Speaker, House Resolution 770 is an open rule that provides for consideration of H.R. 5025, the Departments of Transportation, Treasury, and Independent Agencies Appropriations Act for fiscal year ending September 30, 2005. The rule waives all points of order against consideration of the bill.

The rule also provides for 1 hour of general debate to be equally divided between the chairman and ranking minority member of the Committee on Appropriations. The rule provides that the bill shall be considered for amendment by paragraph. Further, the rule authorizes the Chair to accord priority in recognition to Members who have pre-printed their amendments in the CONGRESSIONAL RECORD. And, finally, the rule provides one motion to recommit with or without instructions.

Mr. Speaker, the Committee on Appropriations had an extremely difficult task this year in funding the many needs of our Nation. They answered the call by diligently working to produce a bill that deals with our needs in a whole host of areas, including the Department of Transportation, the Department of the Treasury, along with the Postal Service and the Executive Office of the President.

In total the bill provides \$89.8 in total budgetary resources. This funding represents the commitment of this Congress to provide the necessary resources for programs and projects across the Nation. The bill provides close to \$35 billion in highway spending, a boost of \$1 billion over last year's guarantee. This amount fully funds the House-passed authorization level and will go a long ways towards constructing and improving highways and roads in our communities.

Transit spending of over \$7 billion includes over \$1 billion for new fixed guideway systems. Amtrak is provided with \$900 million, which is equal to the President's request. Included in this funding is \$500 million for capital improvements and \$60 million to ensure that important commuter operations continue.

Mr. Speaker, the underlying bill also provides significant support for the Federal Aviation Administration with a total of \$14 billion. This includes \$3.5 billion for the Airport Improvement Program and \$102 million for Essential Air Service. The total FAA funding also includes \$9 million above the budget request in order to hire and train additional traffic controllers.

From highways and transit programs to airports and the FAA, the underlying bill ensures that we have a reliable and stable transportation infrastructure. Mr. Speaker, the underlying bill also gives support to the Treasury

Department, bringing their appropriation to over \$11 billion. Included under the General Services Administration is over \$90 million in funding for new border stations. This will not only enhance protection of our borders but also improve commercial efficiency. The bill also includes an increase of \$2.8 million for the Financial Crimes Enforcement Network, which is tasked with implementing the Treasury Department's anti-money laundering regulations.

Also included in the bill is considerable funding for support of national anti-drug efforts. The Office of National Drug Control Policy is provided with just over \$468 million. Within that funding is assistance to the National Youth Anti-Drug Media Campaign and full funding for the Drug-Free Communities program. This funding is essential to keep our children safe from drugs through education and community support.

Mr. Speaker, there are many more vital programs funded in the appropriations bill that I have not mentioned but that I know will be highlighted in detail during our debate later today.

I would like to commend the chairman and ranking member of both the full Committee on Appropriations and the subcommittee for their hard work on this extensive bill.

Mr. Speaker, I urge my colleagues to support the bill and the underlying rule.

Mr. Speaker, I reserve the balance of my time.

Mr. MCGOVERN. Mr. Speaker, I yield myself such time as I may consume.

(Mr. MCGOVERN asked and was given permission to revise and extend his remarks.)

Mr. MCGOVERN. Mr. Speaker, I want to thank the gentleman from New York (Mr. REYNOLDS) for yielding me the customary 30 minutes.

Mr. Speaker, sadly, the best that can be said of this fiscal year 2005 Transportation, Treasury, and Independent Agencies Appropriations bill is that it represents a valiant effort to fund the important agencies it covers despite a grossly deficient budget allocation. The subcommittee's fiscal year 2005 budget allocation is \$389 million less than the President's request and \$2 billion than the level of budget authority provided in the fiscal year 2004 Omnibus Appropriations bill.

So, therefore, I want to be begin by thanking the gentleman from Oklahoma (Mr. ISTOOK), subcommittee chairman, and the gentleman from Massachusetts (Mr. OLVER), ranking member, for their hard work and diligence in bringing this bill forward under very difficult and trying circumstances. The gentleman from Florida (Chairman YOUNG) and the gentleman from Wisconsin (Mr. OBEY), ranking member, also deserves credit for helping to craft a bipartisan bill that attempts to spread the pain of this pitifully inadequate budget allocation equally.